

The National *Falcon* News



R.L. & Debbie Hall
Springfield, Missouri

March 2008

1963 $\frac{1}{2}$ Falcon
Sprint Hardtop

March 2008



Cover Falcon

R. L. Hall and his wife, Debbie, found this 1963½ Sprint in Arkansas City, KS, after deciding that they "were Falcon people." With the help of Cliff McKay and others, R. L. is preparing his Sprint to welcome FCA members to the 29th National Meet in Springfield, Missouri, his hometown. See more of his Falcon and read his story on page 28.

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Directional/Parking Light Housing Replacement with Reproduction Parts

Parking light housings on 1960 era Fords took a beating. Typically they sat in the front bumper where they were exposed to flying objects from the vehicle being followed as well as road debris that gets scattered around by the front tires. The wiring harness is also exposed and plastic coated copper wire finds it difficult to survive in such a hostile environment for 50 years.

Fortunately, parking light housings are now being reproduced. As with any reproduction part, there is always the question about quality and fit. Most people involved with restoration can spot a reproduction faster than a flashing lightning bug. So how do these reproduction housings compare?

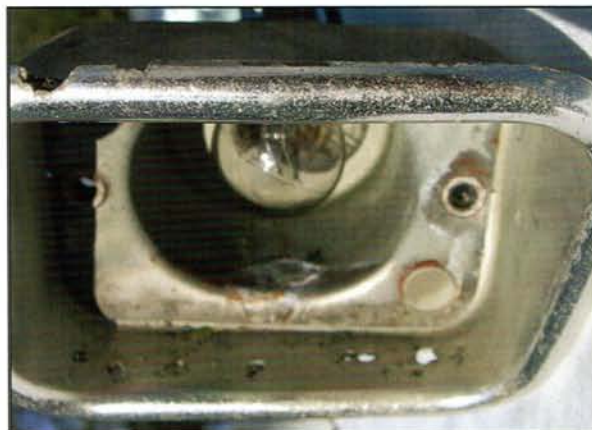
The most immediate difference is the color of the wires; the original lamp housing had a blue and black wire, on the reproductions both wires are purple. The plastic boot that insulates the wires at the back of the lamp holder is also shaped differently. This is a minor issue, since you need to stick your head under the front fender to see these differences.

The lamp housings are a near perfect match. Once installed, it would be difficult to recognize the difference without looking at them from behind. The one minor difference is the mounting flange lip is not as deep on the reproduction housings.

Installation is a snap and only requires a wrench to remove 2-3/8" nuts. The new housings do not come with the retainer brackets, so you will need to salvage the originals. Obviously, a quick cleaning and repainting of the bracket is a good idea. Before placing the housing into the bumper a flexible sealant (3M Strip Caulk works well) should be placed around the housing. The sealant will cushion the housing and keep dirt and moisture from collecting between the housing and the bumper.

Reproduction housings are available for 1962–1963 Falcons and for 1964–1965 Falcons.

—Continued on page 4



Do your directional lamps show this kind of corrosion? Reproductions are now available.



Looking at the back side, the wire color and insulating boot difference is obvious. Note the reproduction housing comes complete with Nylock retaining nuts.



Note the shallower lip on the reproduction housing on the right.

Dick Harrington of Delhi, New York is a frequent and valued contributor to *The National Falcon News*.

Neither the Editor nor the FCA assume responsibility for accuracy of information contained in Tech Tips.

Do you have a Tech Tip? Send it to the Editor, at the address on page 6.

Directional/Parking Light Housing Replacement with Reproduction Parts

—Continued from page 3



OK, which is the reproduction and which is the NOS directional lamp housing?

The lens may be the same, but the housing is not.

The 1962-65 Falcon as well as the 1962-63 Fairlane all use the same lens size. In 1962 the lens was clear. In 1963 the DOT mandated amber front directional lens or bulbs. There is also a difference in the housings.



Original retainer bracket with the reproduction housing



The parking light housing on the right is an NOS 1962-63 Ford Falcon lamp housing. The one on the left is a reproduction of the 1962-63 Ford Falcon lamp housing.



1962-63 Falcon housing on the left and 1964-65 Falcon housing on the right. Notice that the 1962-63 housing is convex while the 1964-65 housing is concave.



1962-63 Falcon housing on the left and 1962-63 Fairlane housing on the right. Notice that the Falcon housing is not as deep among other shape differences.



Clear lens is correct for 1962 Falcon and Fairlane. Amber lens is correct for 1963 Falcon and Fairlane as well as 1964 and 1965 Falcons.

Author's special thanks to Dearborn Classics for providing the reproduction housings used in this comparison. Dearborn Classics,
PO Box 7649, Bend, OR 97708-7649.
800-252-7427, dearbornclassics.com.

President's Message

As I watch the weather reports from around the country I see that much of the country is still experiencing bitter cold winter weather conditions. I'm sure most of you are using this time to polish, shine, and make any needed repairs or modifications to your Falcon to be ready for the car show season. Make sure you include one of the FCA Regional Meets planned for 2008. The big event of the year will be the 29th Annual National Convention of the Falcon Club of America in Springfield, Missouri. The Host Chapters are busy planning and organizing a great weekend for everyone. Please register early for the National Convention, it really helps the hosts plan better.

Please join me in thanking our Internet Director, Dave Wagner for the great job he does with the FCA web site. The FCA web site is a great resource for

contact information, list of car show events and many other items of interest. This web site is dedicated to Falcon Club of America and the Falcon automobile. Any questions or changes to the site should be directed to the Internet Director.

The FCA Board of Directors has recently approved the request from Metro Detroit Chapter to host the National Convention in Dearborn, Michigan in 2010.

Congratulations and we look forward to visiting you in Ford Country.

Watch your mailbox for the updated Membership Directory for 2008-2009.



Chuck and Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter **San Antonio, TX**

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter **Phoenix, AZ**

2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter **Louisville, KY**

2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter **South Carolina**

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter **Austin, TX**

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter **Charlotte, NC**

1st Mon.—7 PM
Ryans Restaurant
Concord Mills Blvd
off I-85
(704) 735-5077

Central California **Falcons**

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539
Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club **of Victoria, Inc.** **Australia**

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter **Arkansas**

2nd Sat — monthly
(501) 605-1370

Gateway Chapter **St. Louis, MO**

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter **San Francisco, CA**

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter **Michigan**

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter **Indiana**

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter **Mt. Pleasant, TX**

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter **Detroit, MI**

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter **Kansas City**

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter **Denver, CO**

3rd Fri.—monthly
(303) 857-9360

Music City Chapter **Nashville, TN**

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter **New England**

3rd Saturday —monthly
northeastfalconchapter.com
(401) 823-1059

NE Texas Chapter **Gladedwater, TX**

2nd Sat. monthly
(952) 334-1654.

Northland Chapter **Minneapolis, MN**

2nd Sat odd months
(763)-420-3050

River City Chapter **Sacramento, CA**

2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons **Burbank, CA**

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons **Oklahoma City**

3rd Sat.—monthly
(405) 205-3497

Sonoma County **Santa Rosa, CA**

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter **Georgia**

1st Sun.—monthly
(770) 887-6268

Space City Chapter **Houston, TX**

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club **Roanoke, VA**

Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons **Richmond, VA**

2nd Sun. even months
(804) 739-1615

Wheat State Chapter **Wichita, KS**

1st Sat. even months
(316) 838-7487

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Classified Advertising

Falcons For Sale

1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000. OBO. Andy Parker, 724-433-4534. Pittsburgh, PA.

1968 Falcon Sports Coupe rolling body. Good front buckets, doors, fenders, hood and deck. Little damage to roof area over driver, good glass. No front bumper. Five lug with factory front disc. \$400. OBO. Call 706-340-3753. GA.

1968 Falcon Sport Coupe (body) in good shape—all there and real straight and no major rust. There is no engine or transmission but it is a roller. It comes with a B.O.S only. \$600. OBO. Call Grant at 805-550-2425 for more info. Central CA.

1967 Falcon Futura Sports Coupe. Six cylinder engine, automatic transmission.

Black vinyl top, bucket seats. Third owner, excellent condition. Runs and drives great. Aftermarket A/C. \$7500. Edward S. Mitchell, 258 Rolling Meadows Lane, Saluda, SC. 29138. Call 864-980-6031 after 7 PM Eastern time.

1965 Sedan Delivery, project. 302, 5 speed, 8" rear. Front disc brakes. Too many new parts to list. Car has been off the road since 1982. \$3000. Ira, 314-752-3359. St. Louis, MO.

1965 Falcon Sprint convertible. It has new paint, interior, top rebuilt, motor & transmission. This car is restored black on black. 289 C4, power steering, air conditioning, Sprint tach, bucket seat with console Call Chuck for more info, 951-659 5807. \$22,500. CA.

1965 Falcon Econoline. 6 cyl.. Manual. CA vehicle. Surface rust. Needs res-

toration. \$750. OBO. Tom Spangler. 262-549-5509 or mgrainger1@wi.rr.com. WI.

1964 Falcon Futura. One owner original. 34,674 original miles. 6 cyl., power steering. Stored inside- no rust. New paint, white and gold. Drives like new. \$12,500. John Prosje, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.

1964 Falcon Sprint Convertible. 260 V8. Rare 4 speed, bench seat, convertible. Excellent original condition, no rust. Numbers 146,000 miles. \$14,500. Jim Cook, 765-564-4443 or jcplace2@ffni.com. IN.

1964 Falcon 4 door station wagon. Good trim and glass, rusty floors, \$850. MN.

—Continued on page 22

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

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By Barney Gaylord

Reprinted from The Desert Flyer
Newsletter of the Arizona Chapter
Bill Lind, Editor

There are both pros and cons to electronic ignition conversion, and a lot of people get caught up in the pros without due consideration of the cons. This can lead to unexpected (and undesirable) consequences.

On the pro side, the reasons most people give for installing electronic ignition is to reduce maintenance and to increase reliability by eliminating the contact points. This can be true, up to a certain point. To the extent that you might "expect" the electronic module to run forever with no problems, the periodic maintenance for adjusting and replacing points is eliminated. Also the likelihood of being inconvenienced by some roadside stop for attention to the points is reduced. In fact, on any given single driving day the electronic module may be more likely to be trouble free. If that is what you had in mind, then it may be worth the purchase price, and the time required for installation. But that is not the whole story.

On the con side, both the maintenance and reliability issues can be questioned, and the original cost of installation may not ever be economically justified. My most important consideration about reliability is how likely it is that I will be able to continue driving to the end of the day every day, and to always get the car home without needing a tow or some outside service assistance. A little occasionally fiddling with points does not harm that goal. A spare set of contact points is really cheap and small and fits easily in my traveling tool kit, so in nearly a million miles of driving with contact points in the distributor on various cars; I have never been stranded on the roadside (at least not for more than a few minutes).

Virtually every electronic ignition module has two things in common. They contain a coil of very fine enameled copper wire, and they are encapsulated in molded plastic. Over time the thin insulation on the wire tends to break down causing shorts between windings, and occasionally the thin wire may corrode and break. The plastic goes brittle with age and can eventually crack, leaving an open path for a short to ground (especially in damp conditions). All of these failure modes are aggravated by vibration and heat. For these reasons a reasonable life expectancy for any electronic module might be about 10 years or 100,000 miles, whichever comes first (it could fail earlier or later). After that the likelihood of failure jumps dramatically, so you might consider the cost and time for replacing the unit about that often as part of periodic maintenance.

The important point is to consider the consequences; what happens when the electronic unit does fail on the road? It is against my morals to carry either a cell phone or an auto club card when traveling. If my car has a problem, I want to be able to fix it and drive on, not wait for roadside assistance or towing or parts delivery for possible repairs. To that end, if you run electronic ignition in your car you should at all times carry a spare electronic module (double the purchase cost) or the parts to convert it back to the original points installation in case of electronic failure.

From a cost basis, a lifetime supply of contact points will never be as expensive as one electronic ignition module. From a labor basis, the time to order and install the electronic module, including reading and understanding instructions and getting it right and

testing after installation, may exceed the time required to install and service contact points for the next 10 years. The cost and/or inconvenience of just one roadside failure of the electronic module in your entire lifetime may outweigh all of the advantages combined.

The summary result of all this is that the cost for installation of the electronic module has the effect of transferring some labor time (or labor cost) to a different place and time. In effect you are buying, with your money, the effect of "slightly" reducing the overall daily and periodic maintenance of the vehicle, for which you incur possibly more labor time and cost up front for the installation of the electronic module. You may also incur more labor time and cost later on (with a totally unpredictable time of occurrence) if the module should ever fail. Furthermore, it is not uncommon to accidentally fry the new electronic module during initial installation before it ever hits the road. Also the electronic module might be fried later on if someone accidentally reverses electrical polarity, such as installing a battery backward. It only takes a momentary contact in wrong polarity to blow out some electronic parts.

The net result of this accounting is that the electronic ignition will always be more expensive (as a whole) than maintaining the original contact points setup, both in the cost of parts and in labor time. And you need to be constantly prepared to handle a failure of the electronic module, at any time, in any place which will never be convenient. For me the few minutes per year that it takes to do points maintenance is not much of an issue when it is done along with other required periodic maintenance, such as changing the oil filter. When points are properly maintained with normal periodic maintenance,

**See related article in February 2008 issue
of The National Falcon News**

Pros and Cons

nance, there is seldom any problem with them on the road. This means you get to do this little bit of work at your convenience in your home shop. And the incidence of having any problem at all with points while traveling may be less often than failure of an electronic ignition module.

The only other issue I know of with points is drift of dwell and spark timing. As the contacts and rubbing foot wear slowly with normal use the dwell and timing change slightly. This demands some periodic adjustment of the contact points, which time is included in the notes above. As long as the points are properly maintained, the amount of drift in dwell and timing will be inconsequential.

Truth be known, electronic ignition is like "Maintenance for Dummies." It is good for those people who want to ignore the car until it stops running, don't mind paying the bill for the installation, and don't mind paying the

bill for the consequences of a failure. This is exactly why all new cars have electronic ignition, and lots of other parts related to emissions control. It is long recognized by the government that many people will neglect maintenance of the vehicle as long as it keeps running. So the emissions controls are designed to keep the exhaust clean in spite of such neglect, as long as the engine is running. It is of little consequence to emissions if the engine quits running.

To that end, emission controls on new cars are mandated by law to be covered by warranty for 50,000 miles, after which the owner will be stuck with

any future repair cost and any inconvenience caused by failure.

On the other hand, if I could buy two electronic ignition modules for under \$50 total (or even one for \$25), I might be tempted to give it a try (once). Even then, if an electronic module should ever fail on the road, I don't suppose I would ever buy the replacement for it.

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For the third straight year, on an unseasonably warm October Saturday in Ohio, the Falcons were flocking together once again. The location was the Clermont County Fairgrounds just east of Cincinnati and the occasion was the Third Annual Falcon Mini Meet presented by the Ohio Valley Chapter of the Falcon Club of America. Held in conjunction with the 32nd Annual Pumpkin Run Nationals, this show-within-a-show was a huge success. With thirty-three Falcons arriving in time for judging and a couple more latecomers that brought the Saturday total to thirty-five, the Mini Meet experienced its largest number of Falcons to date! Even at a show the size of the Pumpkin Run, whose attendance regularly approaches 3000 cars, the sight of thirty-five Falcons in a row surely makes quite an impression whether the attendee is a Falcon fan or not!

In Ohio Valley Chapter tradition, once again this year we worked with a local company to design and present some truly unique awards. This year, Queen City Polymers provided the trophies for the top ten Falcons as chosen by the Mini Meets' participants. Deciding on just ten wasn't an easy job. We had some mighty fine Falcons show up this year. Thanks to generous donations from The Bluegrass Chapter, The Hoosier Chapter and our own members, some killer door prizes made all of the participants very happy, even if somebody with a Falcon in primer did win the electric buffer!

Because the Ohio Valley Chapter encompasses a large geographical area, our Mini Meet is the best chance every year to get acquainted with other members and be together as a club. This year was no different with 32 members present at our chapter meeting. We had a fine potluck dinner, elected new officers and also witnessed what is to become a club tradition.

That tradition in the making would be the presentation of the Ed Schmidt-

gesling Memorial Award. Ed was a founding member of our chapter and also a club officer. In addition, he possessed a calm way of dealing with things and a spirit of helpfulness towards fellow club members that we all found very inspiring. Ed passed away in July of this year and his presence was greatly missed at this year's event, as it will be in years to come. That's where the award comes into play. As a way to keep his memory alive we plan on presenting it each year to the member who most embodies Ed's spirit.

This year that member was Michael Corbin who joined up with the club possessing minimal mechanical abilities but plenty of initiative. We started out going to his house for club work days to help him get his car going. That didn't last long because he caught on quickly. Now we are asking him to lend us his expertise in powder coating and sheet metal fabrication, to mention but a few of the skills that he has mastered over the last couple of years. Way to go Michael; may you inspire others as Ed did!

The entire club worked hard to make our third Mini Meet the success that it was and all should receive a big pat on the back. We added some new members to our ranks and those of the FCA. We also managed to assemble more Falcons than most of the Pumpkin Run attendees had ever seen in one place. That sight alone made more than one

person smile and remember the Falcons in their past, perhaps that is one of the reasons we all got involved in this hobby in the first place.

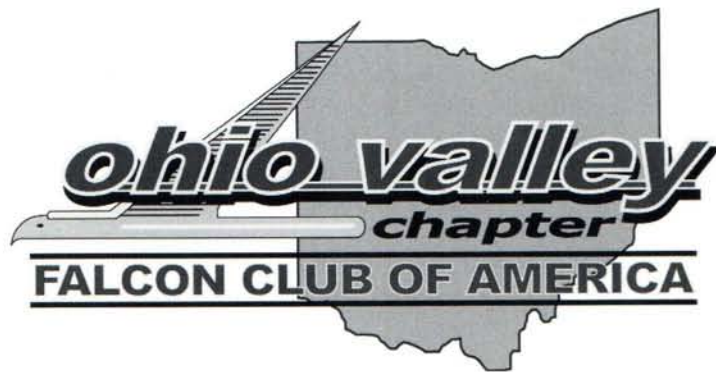
The Ohio Valley Chapter invites all members of the Falcon Club of America to our Mini Meet next year. Remember, our one day show is but a small part of a much bigger picture. Our host club, the Fastiques Rod and Custom of Southern Ohio, allows us to be a part of one of the the largest car shows in the tri-state area. The Pumpkin Run takes place over three days with a swap meet area, crafts, dancing and activities for the kids, etc. with proceeds donated to the Shriners Burns Hospital for Children. The split the pot is one of the largest around. This past show somebody went home with over \$14,000 on Sunday's winnings alone. The show's Grand Prize is a rolling chassis project car (no, it's not a Falcon) worth about \$20,000 and is awarded in a random drawing. All you have to do to win is be registered and on the grounds with your car when they call your number. It's that easy.

Hope to see you all at the Ohio Valley Chapter's Mini Meet next year!

We are not quite a regional but maybe someday we will be!

—Submitted by Jerry York
Photos by Ronda Corbin

Web sites: ovcfca.com
pumpkinrunnationals.com



See Ronda's photos of the Ohio Mini Meet beginning on page 13.

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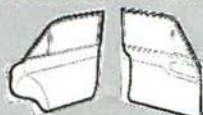


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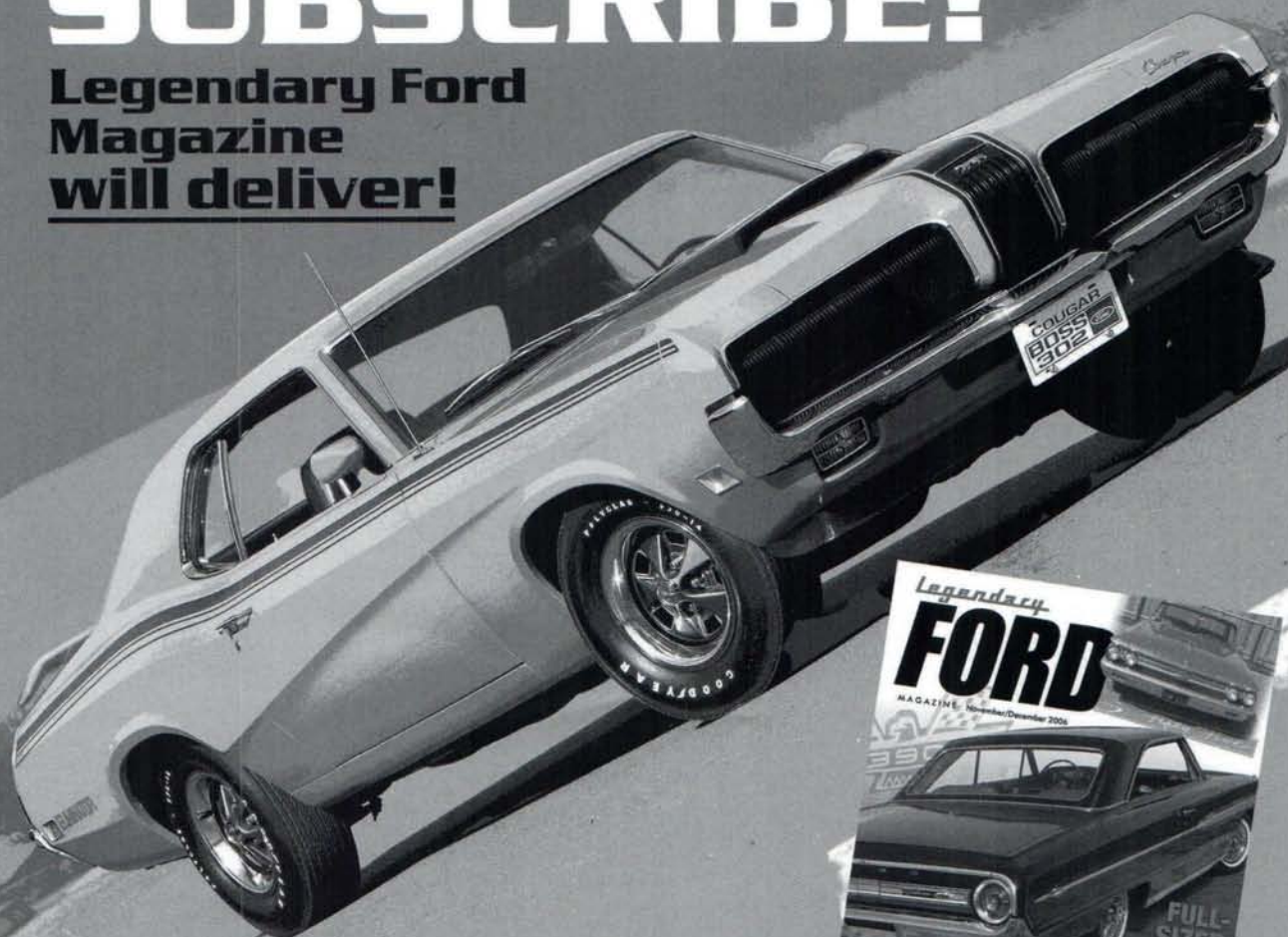
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Ohio Valley Mini Meet

—Continued from page 10

ohio valley
chapter
FALCON CLUB OF AMERICA

Photos by
Ronda Corbin



—Continued on page 30

Minnesota Moments



Erik Fuerst took his mom's old 1963 Falcon four door sedan and turned it into a showstopper. The Rangoon Red modified Falcon made an appearance at the Minnesota National Meet in July of 2007, and it seemed like almost everybody had something to say about it.

Some folks loved the custom touches; the car is lowered and has new modern wheels, and a five speed transmission to power the 200 cubic inch engine. The "pumped" base/clear color got lots of attention, as did the custom interior and painted bumpers. More than one person mention the wheels; there seemed to be lots of different opinions about *that* subject!

This is Erik's "first car ever;" he got it in 1999, when he was 14 years old and has been working on it ever since. Erik lives in Appleton, Wisconsin, where there can be a lot of winter down-time to perfect the Falcon.

Before 1999, it was his mom, Joan's, car; she babysat kids and used the Falcon to haul around all kinds of kids and stuff. As Erik describes its condition before he started work, "It was funky, dirty, rusted and tan!" What a transformation!

Erik said the most difficult part of getting the Falcon into condition was the rocker panels, a story we've all heard before. He blocked and primed the car himself, along with repairing the frame, putting in new sub-frames, fenders and quarter panels. Obviously the interior is not original, but it all fits together nicely for this daily driver. The Falcon has a total of 160,000 miles on it, 8000 on the engine.

The Falcon is his daily driver, but he also takes it to car shows most weekends during the season and "it does pretty well." He was a Class Winner at the Minneapolis Meet.



—Continued on page 32

Erik Fuerst



This is the sixth articles in a yearlong series of **MINNESOTA MOMENTS**. The Editor spent the weekend of the 28th Falcon National Convention, talking with Falcon owners and photographing Falcons from across the country. The bonus was meeting so many nice people along the way! Thanks to everyone who spent their time talking with me! If you didn't make it to the Convention, just send me some photos and a story about your Falcon to the address on page 6.

—See detailed specs on page 29
—More photos on page 32

I bought her in August, 1963, in Miami. This was the first year of the Mustang, and the salesman convinced me that there would probably be problems with the Mustang during the first year and that I would be happier going with the Falcon. I really think he wanted to get this car off the floor to make room for more Mustangs; however, we made the deal and I bought her for \$1949.00, with my 1959 Pontiac trade-in.

I had a great time with this car, four speed, 289 HP, and a tachometer, which disappeared during the first month; it is very easy to steal the contents of a convertible.

I met my husband in 1966—he loved the car, and even before we were married, we traded cars. He was driving a 1964 Galaxie convertible which I totally destroyed within a year. He, on the other hand, drove my car (the 1964 Falcon Sprint) for work for 20 years. During this time we worked at a school that had an auto body shop and we had it painted almost every other year—it was always painted to display our school colors, depending where we were working, orange and black, red, white and blue, green and gray. Of course, each time we would have to re-do the seats, carpet, etc.

In 1987 our daughter needed a car to go to college and we spent a great deal of money making sure it was safe and sound for her—off to North Carolina she went. She would say that “guys” were honking at her in this car but I convinced her that they were honking at the car, and not her. She graduated, bought a new car of her own, and the Falcon came back to us.

Again, we had her fixed up to tow. At this point we had a motor home and needed a tow car. We were given the wrong information about towing, to have four wheels on the ground. After many miles (from Florida to Montana) we had



a fire, which totally blew out much of this car. We should have ditched her right then, but we had her for 35 years and it was so sentimental that I convinced my husband to transport her home and try to get someone to put her back together.

She was out of action for eight years; we had many people trying to put her back together, but for various reasons, it did not happen. At one point in 2003, a friend took her to the northern parts of Florida to do the structural work on her. When she was brought back to Melbourne, we tried to pursue people in this area to finalize the process. My husband spent many hours doing some of the restoration; he stripped all the body down to the bare metal (revealing eight different paint jobs over the years), stuffed the seats with foam, did the upholstery for all the seats, did the dashboard and all the trimmings with the original color scheme. The Fed Ex delivery man became a personal friend with all the parts being delivered on a regular basis. Mark's Auto Body in Melbourne did a fantastic job with the painting, while Pete's Upholstery, also in Melbourne, put on the new top and carpeting for the final touches. Dennis, of TransFix Transmissions in Cocoa perfected the transmission, gear ratios, and re-adjusted the gears after we had driven it for a few weeks.

After we had decided to put her back to her original condition; color, seats, carpet, top, etc., many parts from all over the United States were purchased and we talked to numerous people in the Falcon Club for their advice and suggestions.

The mechanic who worked on the transmission told me I could get \$40,000 for this car, and I told him that would show me no profit as I think I have invested that much over the years. However, it is now back, in superb condition—we are quite proud of our 44 year old car.

Our 12 year old granddaughter thinks she will inherit this car when she turns 16. Only if I am in a nursing home and unable to make any decisions will this happen.

—Submitted by Pat D'Alessio, (FCA #11775)

Original Owner

Pat D'Alessio



These pictures reflect many years, many dollars and many memories. This is the way she looked the day Pat bought her.

Mason Dixon



More beautiful Falcons!



The 1963 convertibles

Thanks to everyone for all the support for our Mason Dixon Regional Meet, August 17–19, 2007. We had perfect weather, good friends, good food in our hospitality room—Thank you ladies...great job! There were some very nice Falcons, and a fun time at the Saturday games with Jeff and Andy. Then sadly—it was over. That is always the hard part, leaving a good time.

Of special note: we finally got to see the Ed Watts “mystery car!” And what a treat! Ed has been working on that gorgeous white with black interior and top 1963 Sprint Convertible for about eight years. Well, he sure blew away the competitors to bring in the First in Class, Best Stock, and Best of Show awards. Good going Ed and Debbie! It is a great car. See Ed’s Best of Show Sprint on page 20.

Yet another super car was there that had some upgrades this time. I’m referring to Bill Kilby’s 1963 red Pro Street car. Bill had just installed Hilborn injectors about a week before this show; way cool and I am betting faster than a 4 bbl! Bill brought home the 1st Place in a very tough class to judge this time as we had some pro-street cars in attendance this year, which were here for the first time.

We also had Mike and Cindy Eaves of the Detroit Metro Chapter with their modified Ranchero. Mike garnered a First in his class, Best Modified, and with the great combination of color scheme, interior, and engine bay, he also took home the Ladies Choice award! Great car, Mike and Cindy!

Other highlights were longest distance to FCA President Chuck Beason, of Florida and Oldest Falcon to James Heckner with a baby blue 1961 that he had just bought a week or so before. It was manufactured on March 10, 1960! There were many other great cars and in my opinion, all of them are winners! Thanks for coming and we’ll see you next at the 2009 Falcon National Meet in Dover, Delaware.

—Reported by Phil Barber



Virginia Falcons President and FCA Recording Secretary Bill Poole’s lavender 1961; Modified to the hilt!



The Master’s Class: Chet Wisneski’s 1965 convertible, Paul Leonetti’s 1964 Tudor, J.R. Freer’s Pro Street. In the background, Doug Behrle’s 1940 weapons carrier as display vehicle.

Regional Meet



Bill Kilby's First place Pro Street. The engine gets new delights each year, this year it was a Hilborn injection system



In the foreground is Carl Henderson's "new" modified 1966 coupe. IN the rear are some of the Diamonds in the Rough.



Phil Barber is a frequent and valued contributor of Tech Tips, and photos to The National Falcon News. He is Editor of *The Peregrine Press*, newsletter of the Mason Dixon Chapter.

MARK YOUR CALENDAR!

The 2009 30th Falcon National Convention will be held in Dover, Delaware on July 16-18, 2009. Start making your plans now for a trip to the east coast in your Falcon. If you've never been to Delaware, you are in for quite a treat. Take some extra time to explore Maryland's Eastern Shore, Annapolis, Baltimore and Washington D.C.



Some "newer" square bodied convertibles

Journey to Perfection



Ed Watt, of Glassboro, New Jersey and the Mason Dixon Chapter, with a lot of support and help from his wife, Debbie, has been working on their beautiful Sprint for as long as the Chapter members can remember. This is a car that never saw the light of day until it was totally finished! Phil Barber reports that he believes that only one other member had ever seen it before it made its debut at the Fourth Mason Dixon Regional held in Edgewood, Maryland on August 17–18. It was a real “mystery car.” Phil remembers “Ed was always on the hunt for new pieces for the car and constantly observing other Sprints and always asking really detailed questions to ensure he got his done right the first time. He was so meticulous we never thought he’d get it done. But it was very much worth the wait.”

At the Mason Dixon Regional, Ed and Debbie won Best Stock, First in Class and Best of Show, receiving the Chapter’s special “Peregrine Falcon” award, an eight inch high porcelain Peregrine Falcon on a wooden base. The car was so nice that there was no doubt in anyone’s mind that Ed and Debbie would win Best of Show.

About the car: It is a 1963 Sprint Convertible; Corinthian White with black top and interior with 4-speed transmission. Absolutely everything has been torn down and rebuilt to be as original as possible right down to the very last nut, bolt, and screw. It has a paint job, chrome, accessories, and interior restoration that leave nothing to be desired.

Well done, Ed and Debbie Congratulations!

—Reprinted from *The Peregrine Press*
Phil Barber, Editor

Turkey Run

Believe it or not, I’ve never submitted anything for the newsletter except the President’s Message.

The Suncoast Chapter hosted club parking for Falcons at this event, held on Thanksgiving weekend. Once again we were able to park as a group in the NASCAR Drivers RV Parking Area. This is a prime parking area, centrally located near the garage area and close to the swap meet and food vendors. We had 14 beautiful Falcons on Friday and Saturday. We had three visiting Falcons from the Tennessee Valley Chapter. The Suncoast Chapter has been attending this event and hosting club parking for Falcons for the past 10 years.

—Chuck Beason, Suncoast Chapter Member



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Classified Ads (con't)

—Continued from page 7

title. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.



1963 Falcon Futura convertible, light blue, 6 cyl. engine rebuilt in 2001, few miles since then. Two speed, seats, top, carpet etc. in average+ condition, small bubbled rust one fender, rust in trunk, more photos available, Neat car! \$6900 OBO. Ray Heffington, 386-212-8282 or Ray-Lonna@HeffingtonAnd Associates.com. DeLand, FL.

1963 Falcon Futura Convertible, white exterior, white convertible top, red

interior – new carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, great car, \$12,000. Joanne Henderson, 314-894-3024 or jojofalconlady@sbcglobal.net. MO.

For sale: three parts cars; 1963 Falcon Sprint \$650, 1963 Falcon 4 door, \$250., 2 door Mustang II IFS \$450. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.

1963 Falcon Futura 2 dr HT project. rebuilt 260 & 2 speed transmission. Call Robin for more info, 714-318-3724. CA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and

silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL

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1962 Falcon sedan delivery. 170 cid with 3 speed on the column. New tires. Electric rear window. Daily driver or easy restoration. \$5995. Don Bougher, 503-868-7500 or rainbow.farms@att.net Box 5108, Salem, OR 97304.



1961 Falcon first year Futura; new seat covers/mats/padded dash/original color paint; re-chromed bumpers; perfect grille; 5 rare original hubcaps; 95,000 miles, needs undercoating; 85%+ restoration and book value of \$9,000+; Asking \$6,000. OBO. Will deliver to much of the east. Ray Malenfant, 302-492-8715 or dasfalcon@dmv.com. Email for pix. DE.



1961 Falcon Sedan Delivery. 260, V8 standard 3 speed on column, dual exhaust. White with blue stripes. Straight body, no dents, excellent glass, grille and trim. \$7500. Call L. Kowalsky, 210-616-0854. TX

If anyone is interested, I have two Falcon station wagons and doors, etc. 1962 4 door white wood, roof rack, red interior with bucket seats and console. 1965 4 door wagon, plain Jane. Both cars \$2000. Both cars on wheels. Should be gone over. Stanley Sioux, 570-538-3464 anytime. PA.

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1960 Falcon Tudor: Rolling chassis. no motor or trans; has an automatic brake pedal. A good body with very little rust. Right floor pan has been replaced. Has optional factory electric wipers and radio. I have many drive train options at additional cost. No title. \$750 as is. Lenny Kellogg 970-593-1964, or lenkellogg@lpbroadband.net. CO.

1960 Falcon two door station wagon, 1963 front clip. A good body for restoration. 200 cu.in. motor, standard transmission, out of car. \$1000. Boyce Copeland, 318-281-2013. LA.

Falcons For Sale: 1964 Futura H/T perfect rolling bare body and chassis in dark gray primer. No rust or body repairs. \$3500. 1965 Futura H/T bare body. Shock towers removed, Pinto front end. Great for race car or street machine. \$1000. 1965 Futura H/T bare body. Solid. All new front suspension. V8 car. 1968 Falcon 2 dr Coupe. Some rust in quarters. or parts. \$500. Numerous other Falcons for sale. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357

Falcons Wanted

Wanted: 1965 Falcon two door sedan. Would like a V8 car, but will look at all cars. Please call me at 574-360-2807 or d65falcon@aol.com. IN.

1966-67 Falcon Sports Coupe with Factory Air. Will consider all conditions and possibly newer years, but prefer a 1966 in excellent condition. Chuck, 615-268-3044 cell or chuck@mindspring.com. Nashville, TN.

Wanted: 1965-1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

1964-1965, Red-on-red restored convertible. Bucket seats, V8, auto, power steering. John Waugh, 760-723-0705 or

—Continued on page 24

Classified Advertising (con't)

—Continued from page 23

send email to JCW123@sbcglobal.net. San Diego County.

Parts Wanted

Wanted: Title for a 1962 Falcon 2 Door. Larry Lineberry, 910-520-9447 or pamlineberry@netzero.net. NC.

Looking for a factory tachometer for 1964 or newer Falcon. Call Ed, 215-493-6749 anytime. PA.

5-bolt bell housing to mate to C-4 that fits 1963½; 260 V-8. R.L. Hall, 417-882-7617. Springfield, MO.

1969 Falcon 2 door right rear wheel, opening moulding and all four wheel opening moulding for 1970½ Falcon. Steve Walkerow, 1181-D Mindy Lane, Wooster Ohio 44691. 330-263-6503 or 69cruiser@sssnet.com.

Wanted: 260 cu. in. engine. Complete. I will rebuild! Contact R. L. Carpenter Sr., 910-358-0790 or send email to rlcarpenter@coastalnet.com. NC.

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area. Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

WANTED: A pair of 3 pin Sprint fender script for 1963–64 Falcon Sprints. Also front & rear seats (bench or buckets) and convertible boot chrome for 1964–65 Falcon convertible. I can be contacted at copper1326@cox.net or 402-639-1816. Jason Bosiljevac, Omaha, NE.

Wanted: Rear quarter window stops (4 per window) for 1964 Falcon Sprint Convertible. Metal trim for 1964 Sprint arm rests. Call Patricia D'Alessio, 321-255-6639 or p3puttpatty@aol.com. FL.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-454-9384. IL.

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models. Phone Joe Tatti, 905-335-2834 after 6:00 pm EST. Ontario Canada.

Carburetors; part # on air horn C8OF-AB & C8OF-AA. FE distributors; part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition, either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

Falcon/Comet Auto radio conversions. AM to AM/FM stereo, while staying cosmetically correct. 2/4 speaker systems. 180 watts with CD jacks. Speakers custom designed to fit original openings. Ron Panebianco, 800-743-7643, PIN #27, or panebiancosnj@verizon.net. NJ.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

NOS 170 short block. Fits all Fords with 170 engines. Why rebuild? This one is NEW! \$1000 plus shipping. Eddie Johnson, Box 189, Pisgah, IA 51564.

Falcon parts for sale. (All for \$2500.) 1964–170 engine Falcon Ranchero, 4 speed Dagenheim transmission. Additional Dagenheim clutch and linkage,

complete front end, complete rear with breaks and drums. 1 set of 4 lug wheels, 1 set of 5 lug wheels, 3 core radiator. Howard Weber, 954-476-8665. 12301 NW. 23rd Ct., Plantation, FL. 33323

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1963 Ford Falcon 260 motor with 2 speed automatic transmission, complete, needs to be rebuilt \$250. (can deliver to Rheinbeck, NY car show in May or Syracuse Nationals in July). 1963 console brackets \$95./pair, 1962 black steering wheel with horn ring \$95., stainless steel 260, 289, 302 motor mount heat shields \$25., 1965 black steering wheel with horn ring \$95., 1964 splash shield needs some work \$40., 260 exhaust manifolds, sand blasted and coated \$85.. Call Vic 518-355-7756 or vfalcon64@aol.com.

Large collection (100+) of Ford and Lincoln hubcaps for sale, circa early 1950's through late 1970's. Some with rust, most in good condition. Makes range from LTD, Torino, Lincoln Continental, Thunderbird, and Galaxie. Email Justin Gwin at redzrbk1@msn.com or call 501-416-4402. AR.

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1964-65 Falcon Parts: Speedometer with both gauges complete instrument cluster \$85. Single speed wiper motor \$25. Sunvisors complete with mounting hardware \$30. 1964-65 Ranchero Parts: Latches for tail gate \$15.pair. Tail light buckets, bucket to body gaskets, tail light lenses and gaskets complete \$40.pair. All ITEMS PLUS SHIPPING Call Ray

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1966-70 Drivers Side Door with glass and door panel for a 2 door sedan. \$35. 1966-70 Drivers Side Door for a 2 door sedan without glass, \$25. 1966-70 sengers Side Door for a 2 door sedan without glass, \$25. 1966-70 Trunk Lid with a small dent, \$20. Used FOMOCO radiator for a 200 six cylinder engine, \$10. Original spare tire with hubcap for a 1964-65 Falcon (looks like new) \$10. All parts in good to fair condition. My loss is your gain. I need the space. Andy Brown, 717-512-1710 or 67abrown@comcast.net Carlisle, PA.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD.

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New Chapter Forming

A group of Falcon Club of America members are in the process of forming a new Chapter in the Pittsburgh, Pennsylvania area and will include western PA as well. If you are interested please contact Bob Smith at 412-793-9683 or paur4s@verizon.net.

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA .98118. 206-721-3077. Alex@books4cars.com.

IMPORTANT!

Not receiving your newsletter? Address changing? Contact Ruby Throgmorton, Corresponding Secretary for all membership matters. Her info can be found on page 6.

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A Study in Black & White



Wayne and Barb Grey (FCA #6443) 1963 white Sprint convertible, owned since 1983
Harry and Caroline Horton (FCA #7594) black 1963 Sprint hardtop

Around twenty years ago, Barb and I were walking through a small car show and came upon a white Falcon convertible, a six cylinder, owned by Harry. We introduced ourselves and told him about our white 1963 Sprint convertible. Harry was retired and active in local shows and clubs. He said that his dream car was a 1963 Sprint. A few Falcons later, Harry found a black Sprint hardtop. Last year, he bought it and restored it

to the eye-catching trophy Sprint of his dreams. Six months ago, he pulled it into our yard with it—truly a sight to behold!

Harry has been a friend for all these years, a bonus brought by the Falcon Club of America and our mutual love for Ford Falcons.

—Wayne and Barb Gray (FCA #6443)
Browns Mills, New Jersey

Final Journeys

Paul Long (FCA #6593) of the Arizona Chapter passed away in October 2007. Paul didn't believe in funerals, and he was cremated. His daughter, Kim DeLage requested that Paul's friends and car buddies meet at Daley Park in Tempe, Arizona on November 10 for a memorial get-together. Kim, along with Reba and Wendel Schweitzer organized the memorial for all of Paul's friends.

Paul was one of the rare breed who believed that Ford cars should be completely Ford equipped. He was not shy about expounding his beliefs when encountering a modification at meetings or shows; this gave him a unique personality. His 1965 Falcon was named Sweet Mary Lou. He provided many "Shade Tree" Tech Tips for The Desert Flyer, newsletter of the Arizona Chapter.

A final Tech Tip from Paul:

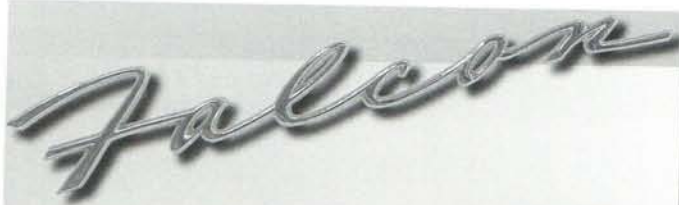
Q: I have a C-4 automatic transmission in my vehicle. When the car is cold, it won't shift into third gear. When it warms up, it shifts normally. Is there something wrong with

the valve body? Is a C-4 easy to rebuild, and if so, where can I get a rebuild kit?

A: Your problem is hardened seals, which soften as the oil warms them up and allows them to seal again. The C4 is described as an easy to rebuild transmission that doesn't require many special tools and is not as complicated as the newer models. Kits are available at many auto parts stores, such as NAPA, AutoZone or Checker. Instructions for rebuilding a C-4 transmission can be found in the Falcon Shop Manuals for the years that C4s were installed by the factory.

An interesting feature of the 1964-1965 C-4 is the green dot on the shifter indicator, near the "2." It is referred to as the Winter gear, as it bypasses first gear and starts the car out in second gear, but still allows shifts into third or high gear. Starting in second gear provides much better traction in slippery conditions than first gear.

—Paul Long



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We (Debbie and R.L. Hall, and Spot, the black and white Chihuahua) joined the Falcon Club of America in 2001.

When we went to the 2006 Nationals in Indianapolis, Indiana with friends Jerald Nunn, and Betty and Clint, we were looking for a two door Falcon to replace our Ranchero.

We had found the Ranchero years earlier and replaced our 1956 Ford truck with it. We restored it. We replaced and rebuilt everything in the power train. We drove it to a Kansas City and St. Louis Regional with no problems.

So, we set off to the Nashville show, our first National, in Tennessee. On the way to Nashville, the new fuel pump failed. We found a parts store and made the repair. All seemed to be going well. Then, as we crossed into the city of Nashville, the new voltage regulator stuck and burned up a freshly rebuilt generator. There was not one to be had at the local parts store. We charged the battery and made it to the hotel.

There I started looking for a generator. With help from a local Falcon family we fixed the problem and drove the Ranchero home without incident.

It was at that show that I found out I wanted to be a Falcon person. The Falcon Club of America is a car club where the members care as much about each other as they do their cars. They are there for each other in time of need. It's not just a club, it's family.

So when Deb and I decided to replace the Ranchero, we talked to owners, looked at cars and rode around the track in the Holden's 1963 convertible at the Indy Nationals. I even asked a group of hardtop owners if I could sit in their cars and get the feel of both round and square body Falcons. The decision was made to find a 1963½ hardtop.

Cliff McKay told us of this black diamond in the rough. The car was sold new at Haines Motor in Arkansas City, Kansas. It stayed in Arkansas City until September 2, 2006, when we purchased it and drove it to Springfield, Missouri. The Futura, in its stock raven black, 260-V8, Ford-O-Matic, and its considerable problems, including bent front bumper, dented left front fender, cave-in on the lip above the rear tail light and rusted out panels behind both rear wheels, working stock AM radio,



The Sprint in progress

bucket seats (with little upholstery left on them), no dash lights, speedometer, or tail pipes made the 250 mile drive with no problems. I did manage to get a real bad headache.

The time since then has been spent working on the drive train, suspension and tires. After new tires would not hold air on the rusted wheels that it came with, Debbie bought the Crager S/S wheels and Bridgestones. She also sewed cloth covers for the front buckets and repaired the headliner. After a tune-up and oil change I took a hammer to the dents and bumper. For a temporary patch I used black duct tape over rust in the rear quarter panels.

We had hoped to make it to the Great Plains Regional in Wichita, Kansas. However, an idler arm problem kept that from happening. We made new plans to drive it to Minnesota for the 28th National, along with fellow Falconeers Jerald Nunn in his 1966 sedan and Clint and Betty Holden, in their 1963 Sprint convertible.

With the help of Cliff finding the car, and other Falcon Club members helping along the way, we were fortunate not to repeat the breakdowns and mishaps of our Nashville trip.

Work continues on the Sprint, and naturally, it will be at the 29th Falcon National Convention in my hometown of Springfield, Missouri. Hope to see you all there!

—Submitted by R. L. Hall



September 2, 2006: the day R. L. and Debbie brought the Sprint home. There were some problems; rust, dents, but progress is being made.



—Continued from page 15

DETAILED SPECIFICATIONS: 1963 FALCON FOUR DOOR SEDAN CUSTOM

EXTERIOR

Painted bumpers; rear bumper has notch and hand built (by Erik) trim piece for exhaust pipe tip to exit. Painted portions of the grille and side trim red, in-line 6 fender badges are from a 1956 Ford Ranch wagon. Reflector type aftermarket headlights (way brighter than stock).

INTERIOR

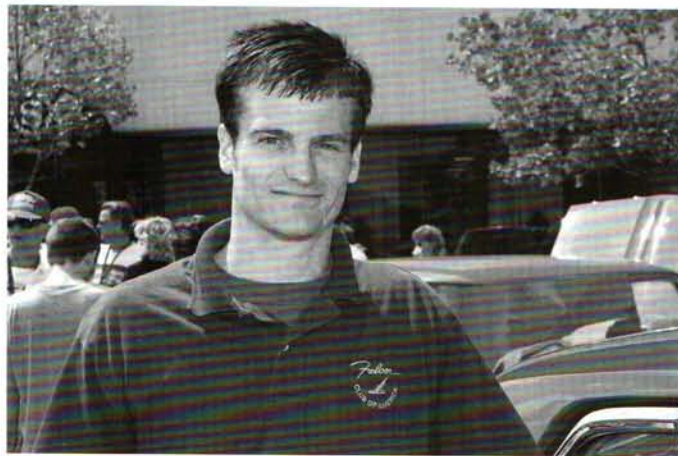
Front seats are 1965 Mustang and rear seat is original. Both were dyed gray and had custom cloth sewn in by Erik's mom, Joan. Console is Falcon, glove box door is Comet, with extra trim. Installed Kenwood CD player with Kevlar cone Kenwood Excellon speakers front and rear. Has Autometer pro comp gauges, tach is mounted on A pillar. Shifter is a Hurst bolt-on stick that Erik cut in half and flipped backwards, handbrake is a Lokar piece. Both shifter and handbrake boots were sewn from matching vinyl again by Joan. Steering wheel is a Grant piece with a custom adapter Erik made himself.

SUSPENSION/STEERING

Car is lowered 2" front and 1" rear, via drop springs and lowering blocks. All control arms and leaf springs are new replacements. Steering is all new with a quick ratio 17:1 box. All bushings have been replaced with urethane for performance handling. Sway bars are 1 1/4" front and 3/4" rear with all urethane mounts. Shocks are KYB gas adjust.

ENGINE

Engine is a 1966 200 six cylinder block fitted with Ford Tempo 2.0L 4 cylinder pistons to raise compression to a very stout 9.8 to 1. Cylinder head is a 1978 Ford head for the same 200 engine (Ford used this engine until 1982.) it has the largest valves and ports ever used on the 200 block. Erik ported and polished the head and milled it to keep the compression up. Then engine was completely balanced and has seen excess of 7,000 RPM. Camshaft is a mid range Clifford cam along with matching lifters and push rods. An earlier Falcon rocker arm assembly (144/170) is used to adjust for any differences created in modifying the head and valve train. The carburettor is a 2 barrel Weber race carb with a 32mm primary and 36mm secondary fitted with a K&N filter and custom fitted polished aluminum cap. Valve cover is Clifford cast aluminum. Distributor is a Mallory unilite with vacuum and mechanical advance fired along with a MSD 6A box, It has a chrome 100 amp alternator. An Optima "red top" battery has been relocated to the trunk. Exhaust is a one piece header form Clifford with a 2 1/4" pipe and Flowmaster 40 series muffler. He installed an electric fan to keep everything cool and was able to remove the factory mechanical fan.



DRIVETRAIN

Transmission is a T-5 fivespeed from a late model mustang with a .75 overdrive. It was custom built for Erik with an S-10 tailshaft and adapter plate allowing it to be bolted to a three speed bellhousing from the stock 6-cylinder. A custom transmission mount and driveshaft were also made. Clutch is from a 2.3L Thunderbird turbo coupe and flywheel and pressure plate are stock replacement Falcon. The car was originally a two speed automatic, so he had to install all the clutch linkage to make it a stick shift. Rear end is stock 3.20:1 for now but a 3.55 to 1 Ford 8" is in the future.

WHEELS/TIRES

Wheels are aluminum 17"x7.5" American Racing "Casino" on a 4x4.5 bolt pattern bolted to spacers for proper wheel clearance. Tires are 205/40ZR17 BFGoodrich KDW 2's.

Erik concludes, "I have to thank the Falcon club for all their help and ideas, and my Mom (Joan) for all the help in sewing painting and sanding, and my Dad (Gary) for all the help, tools, and access to many Falcon used and NOS parts, I had the privilege of picking through a large collection of parts to make things go together and work. This car really is my work and ideas, ever since I received it as my very first car when I was 14—it was rusty tan and it smoked oil. After eight years of replacing floor pans, fenders, frame rails, rebuilding an engine and putting in all new interior, transmission, getting the car painted, I am proud to call this my Falcon. And it looks and runs the way it does because of hard work from me, my Falcon friends, and my family."

—Continued on page 32

Ohio Valley Mini Meet

Photos by
Ronda Corbin

—Continued from page 13



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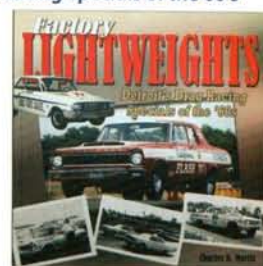
This all new engineered bolt in Rack & pinion conversion kit allows you to convert your original sloppy steering to new modern performance and handling. Mounts to stock ball joints and includes rebuilt power rack & pinion unit and all mounting hardware. Engineered to mount into stock components with ease. Installs in an afternoon with proper tools. Note: for automatic only, will NOT fit 4-speeds. Can be used with Dearborn Classics Tri-Y headers, cast iron headers or stock small block exhaust manifolds only.



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FC1007

—Continued from page 15

Part of the Falcon being a driver are the inevitable mishaps that occur on the road. On a trip to Tennessee, a chip shattered his windshield into a million pieces, resulting in glass in his chest and a big mess all around. Fortunately, a local shop had a replacement windshield; they put it in and he was back on the road.

The whole Fuerst family is seriously into Falcons, besides this one, dad Gary also has a few of his own. Erik is FCA member #10560, Gary is #9000. He got involved in the Falcon Club of America through the family, naturally.

Erik got lots of help and information from FCA members during his transformation of the Falcon, he says they are "the nicest people around, very helpful and willing to share technical expertise and information."

As one of the younger FCA members, Erik has a unique viewpoint of the Falcon Club of America and what it will take to keep it vital and growing.

"It's important to accept current trends and modified vehicles will be a large part of the future of the club. There is a lot of creative work going on out there!"

Erik's car is an excellent example of a Falcon that may have gone by the wayside, had he not applied his creative vision and considerable restoration skills to it. Even if you're one of those folks who only believe in the purely stock cars, you have to admit that it's much better that this car is back on the road and the show circuit rather than rusting in a junkyard somewhere. Thanks to Erik's hard work, it will be well cared for, for a long time to come.

Plus, you have to admit, it looks great!

Everybody at the meet, including Erik, loved having their own designated parking spot on the show field. This made for a very relaxed atmosphere that FCA members would like to see continued at future National Meets.



8000 miles on the engine; not Mom's babysitting car any more!

